

## Picture of the Month



*Justin Cleland took this photo of the FBO on January 8th. We thought it would be fun to have a caption contest for this one. Send your ideas to the editor and we'll announce the winner in next month's issue of GT.*

## One of The Good Guys

**By Captain Jeff Hill, Sr., TWA 1964 - 1997**

Most Galt Traffic readers know who Bob Buck was; aviator and author, right up there on my list of favorites among the likes of Bob Serling and Ernie Gann. When I read his excellent book, *Weather Flying*, many years ago, I was surprised to find the first (serious) aviation book I had ever read that addressed the subject of fear, not only acknowledging the fact that it exists in aviators, but also telling how to manage it. Bob's last book, *North Star Over my Shoulder*, published in 2002, is a recap of his fantastic career and another 'must read'.

"Robert Nietzel Buck (January 29, 1914 – April 14, 2007) broke the junior transcontinental air speed

record in 1930 and for a time was the youngest licensed pilot in the United States." – Wikipedia

Bob hired on at Transcontinental & Western Air (TWA) in 1937 and retired at the then mandatory age of sixty in 1974. I thought I had read everything Bob had written, so when I received an email recently, written by his son Rob, a retired Delta captain, I was quite surprised and then, having read it at the link furnished below, thrilled!

Rob wrote, "...reprinted article Dad wrote in *Air Facts Magazine* during late 1950...was published February 1951. It's on a Connie flight from Paris to Cairo, via Zurich, Milan and Rome. Wonderful article...lots of history not only to the flying

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## Editor's Note

Do you remember your first flight? If you do we'd like to hear about it. This month we are introducing a new column called "First Flight" where you can tell us all about how you got your introduction to flying/aviation.

For most of us, no matter how long ago it was, we still remember that first flight experience like it was yesterday. For me, I think the year was 1983 (or thereabouts, I have a terrible memory for dates) when I flew in a glider at Dunstable Downs Glider Club in England.

As you'd expect, the bungee launch was exhilarating but once we were up in the air it got very quiet; too quiet in fact. I distinctly remember thinking to myself that something very important was missing from this experience. I felt very strongly that the plane needed a powerful noisy engine on the front. This was a strange thought for someone who had never been in a G.A. plane before, but I was convinced.

It wasn't that I didn't feel safe, I had every confidence that the glider would carry us safely back to the grass landing strip below the downs. But this peaceful, slow and graceful soaring wasn't how I had imagined flying to be.

Three years later (1986) I began flying lessons at the Luton Airport Flying Club in a Cessna F-150 Aerobat. The F indicates it was built by Reims Aviation in France. That airplane was powered by a Rolls Royce-built Continental O-200-A. Not what most people would call "powerful" but as soon as those 100 horses roared into action I knew that was exactly what I was looking for.

**Beth Rehm, Editor**

**Continued from page 1.**

challenges in those days, but also European culture as experienced by him.

The irony of the article is that it was, I think, a night flight, arriving in Cairo on November 3, 1950. As you probably know, that was the same day that Air India ran a [Lockheed Constellation] 749A into Mt. Blanc...which is not only bizarre, if sad timing, but also interesting in that he [Dad] was talking of leaving Paris between two fronts, the later which brought weather to the Alps and I think contributed to Air India getting lost. It was Air India 245...then about 16 years later they ran that 707 into almost the exact [same] location! Good grief!

Of this story, I first recalled hearing about it...well, reading of it...when on a Paris layover years back. Dad had mentioned the bookstore on Rue de Seine that sold nothing but books on The Alps. Low and behold, it was/is still there, and on visiting it, I ran across a book on the Air India tragedy. Then, after reading Dad's article, recalled seeing the book, looked the incident up on Google and so forth. Of that bookstore, in the movie Julia Julia...about Julia Childs...the scene where she and her husband went to their apartment was, of all things, Rue de Seine, and one can see the bookstore in the movie!"

So, here is a link to the article: <http://airfactsjournal.com/2013/08/connie-flight-from-paris-to-cairo-1951/>

One can also find several otherwise unpublished articles by Bob in the TARPA (TWA Retired Pilots Assn.) TOPICS archives at <http://www.tarpa.com> click 'Topics Archives'. The July 2007 issue is largely dedicated to Bob with fine tributes to his memory. Here is a direct link to that issue: [http://issuu.com/tarpa\\_topics/docs/2008.07.tarpa\\_topics](http://issuu.com/tarpa_topics/docs/2008.07.tarpa_topics)



*Captain Bob Buck, January 29, 1914 to April 14, 2007.*

### **Some notes from Jeff regarding the 1950 Bob Buck article:**

1. The 'radar', or radio altimeter mentioned was a TWA first. By the time I flew the Connie, 1964, the Connie fleet was relegated to short domestic flights, mostly Kansas City and east and the radio altimeters were removed as they were not considered worth the cost of maintaining them. 'Radio' altimeters didn't return until we started flying CAT II approaches in the jets in the late '60s but they only read up to around 2,000' and were used on approach only. On the wide bodies, the pilot not flying would call out the last 50' in 10' increments because it was hard to judge the flare, begun at 50', as the pilots sat so high above the pavement, pretty close to 50' depending on pitch angle.

2. We did have airborne weather radar in '64 but it was an 'add on' for the earlier Connie models. It did not come as standard equipment until the L-1049 and L-1649 in the late '50s and was not required by FAR until around 1960 (?).

3. Airports: Most big cities moved air carrier operations to the new larger airports made necessary by the advent of the jets. In most cases the new were much further from 'town'. Examples are, Chicago, Midway to O'Hare and New York, LaGuardia to Idlewild (Kennedy). Buck would have departed Paris Orly, Not CDG. He would have landed at Milan Linate, not Malpensa and Rome Ciampino, not Fiumicino. I don't know about Cairo, last time I was there there was a lot of Egyptian Air Force stuff there - but flying in the 'third world' one finds the military presence increases in proportion to the instability of the government.



*Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his*

*Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is a regular contributor to Galt Traffic and is the also the former Editor of TARPA Topics, the newsletter for active and retired TWA crew members.*



# Checkride With A Legend

By Beth Rehm, Editor

Gazing out of the flight school window I watched the FAA designated pilot examiner step out of a huge and ancient land yacht. He seemed to be about a hundred and ten and looked pretty comical walking across the parking lot already wearing his headset and carrying a carpet bag in one hand and a much needed booster cushion in the other. Picture Yoda wearing a pair of David Clarks - this was "Smitty," a.k.a. T.M. Smith - a legend at Addison Airport in Texas.

I ran into him many times during my flight training as he often visited the flight school to test other students. One time he greeted me with "nice landing yesterday!" He listened to ATC transmissions and always knew when it was me flying because there weren't any other British women flying a C-150 at Addison at the time. That made me feel very conspicuous and I briefly considered faking an American accent to hide my identity. "Hey y'all at Addison Tower, I'm fixin' to land..." but my poor attempt at a Texas drawl wasn't fooling anyone so I gave up that idea. It bothered me that if he had seen my one good landing then he had probably witnessed a cornucopia of bad ones as well! I worried that this large body of evidence would one day count against me whenever I got around to taking the exam.

But Smitty was an old Canadian gentleman and therefore predisposed to adore everything British which worked well in my favor. On the day of my first attempt at the practical test we began the oral exam in his office with a pot of tea. It was all very civilized and helped calm my nerves. Sipping out of bone china tea cups we chit chatted about the time he spent in England with the



*FAA Pilot Examiner T.M. Smith or "Smitty" as he was affectionately known to the aviation community.*

Royal Canadian Air Force during the war. At first I wasn't altogether certain which war he meant (first or second?) until he mentioned flying the Harvard, which is the British/Canadian name for the AT-6.

Eventually he got around to asking me some questions about flying. I don't remember much about that part except looking at a chart spread out on his desk. Due to severe exam nerves I probably couldn't have told you anything about it five minutes after the test, let alone 18 years later. But I do recall the end of the exam when Smitty announced that I had passed the oral and asked me if I was ready to go fly. My response was a resounding "definitely not" due to the extreme wind conditions.

I later learned that if I had said "yes, let's go" he would have failed me right then and there. But instead that sweet old gentleman kindly offered to help me taxi my airplane back to the flight school. I politely declined his generous offer - I felt I had better beat a hasty retreat before I screwed something up!

Taxiing back to the hangar I regretted turning Smitty down - my lightweight Cessna 150 and puny arms were no match for those hefty gusts and it was a struggle to wrestle the plane back to its tie down spot.

Roughly four months later, in March 1996, after five more aborted attempts to finish the practical test, I finally got to fly with Smitty. I distinctly remember the winds were at 18 gusting to 25 knots, but this time they were straight down the runway out of the north.

The gusty winds made some of the exercises pretty challenging and I was seriously concerned that all that rocking and rolling was going to bounce Smitty right off his booster cushion.

But he survived my feeble attempts at the private pilot test maneuvers and eventually it was time to fly the old boy back to Addison. As if the winds weren't demanding enough, ATC had one last complication to throw at me. The controller extended my downwind into the Love Field class bravo airspace and made me wait for ever for a clearance to land behind a biz-jet. But despite them rudely messing with me *on my checkride* I managed to squeak that C-150 right on the numbers... and I got to hear Smitty say "nice landing" one more time!

Smitty may have looked as old as Methuselah when I took my test with him, but he was actually only 75 at that time. He did eventually retire at the age of 89 with over 48,000 hours of flight time, most of that as an instructor. The last 24 years of his career were spent as an FAA designated pilot examiner, during which time he gave over 10,000 checkrides. T.M. Smith died this past December at the ripe old age of 93. May he rest in peace.

# FIRST FLIGHT

Pilot: Captain Jeff Hill, Sr

Year: 1951

I very much remember 1951 – it was the year I had my first airplane ride, a present from my Mom on my tenth birthday. It was in early September and the pilot was a lady, a rarity at that time, who my mother worked with. The plane was a Taylorcraft rented from Four Lakes Aviation Corp. at the old Royal Airport on the south side of Madison, Wisconsin. Today it is a shopping mall having become real estate too valuable for the likes of a grass airport.



*This historical marker is all that is left to remind us of the airport where Jeff first took to the skies.*

Fast forward to 1957: Four Lakes Aviation (now Wisconsin Aviation) had moved to Madison's Truax Field,



*A 1957 photograph of a Taylorcraft.*

which is now Dane County Regional Airport. I was taking flying lessons in Four Lakes' J-3 Cub. No electrical system and Truax was a controlled airport, so we had a battery powered HF transmitter (3023.5 kc) and a low freq. tunable receiver set at 278 kc - all towers transmitted on 278 kc at the time.

At \$8 an hour the Cub was quite expensive. I was making \$1.25 an hour bagging groceries after school at the Red Owl so my weekly flying lesson and gas for my '52 Chevy was about a weeks pay. I was lucky to get the flight instruction for free. I had joined the Air Explorer Scout Squadron sponsored by the 325 Fighter Interceptor Squadron (Chicago Air Defense Sector) flying F-102s out of Truax. One of our Scout leaders was a North Central Airlines DC-3 co-pilot who offered free flight instruction to any scout willing to pay for the trainer.

In my 1958/59 senior high school year I got my Private License and a job at Four Lakes as a line boy and mechanic's helper. Again, at \$1.25 an hour, minimum wage at the time. In my college years I instructed at Four Lakes in the summer. We were busy as Four Lakes had the University of Wisconsin Army, Navy and Air Force ROTC contracts. The ROTC guys made great students. They were

eager and would show up prepared for their lessons because they always completed their study assignments beforehand. I was paid \$4 an hour. That sounded pretty good, but as most flight instructors know you are lucky to average more than two, three, maybe four hours a day; even with a ROTC contract.

Do you know what I remember most about my first flight in the 'T-craft'? Beside the amazing sight of the miniature landscape with all those tiny houses and cars, I remember staring at the right MLG wheel, totally in awe of the fact that we could be flying through the air at nearly 100 MPH and that wheel sat there - perfectly still!



*This photo of a very young Jeff Hill, Sr., was taken around 1955, just a few years after his first flight.*

# Professional Opinions

## Mastering Crosswind Landings

By Captain Eric Rehm, CFII

When I was learning to fly in Louisville, KY, I was taught how to land in a crosswind using the wing low method. This technique consists of using aileron to correct for drift by lowering the upwind wing and using the rudder to maintain heading, keeping the aircraft's longitudinal axis parallel to the runway center line. If done correctly, this technique allows the aircraft to touch down without imposing damaging side loads on the landing gear.

Unbeknownst to me at the time, I really had not fully learned the entire procedure. Whenever I landed in a crosswind and all of the wheels had fully touched down, I would neutralize the control surfaces during the roll out. I just assumed that was how it was done and no one ever told me otherwise.

Louisville really does not have strong surface winds and all throughout my student pilot studies I don't think I ever landed with a crosswind component over five knots so neutralizing the control surfaces on roll out was never an issue. This soon changed when I was accepted to the University of Illinois and moved to Champaign Illinois where the winds were not quite so benign.

During my second semester at the University I was enrolled in Aviation 130, an instrument training

class. One component of the class was to fly a solo VFR cross country from Champaign (CMI) to Burlington Iowa (BRL) then to Quincy Illinois (UIN) and back. My instructor told me that I was to put a minimum of 3.5 hours of time on the hobbs meter and if I got back to CMI with time to spare I should do some touch and go's.

The University owned a fleet of Beech Sundowners (BE23). The Sundowner was a well made and very sturdy aircraft but if it had a weak link it was the landing gear. All

meter so I asked the tower if I could do some touch and go's. The request was granted and I was cleared for the option on runway 22R.

I don't remember what the surface winds were other than that I had a crosswind from the right and the winds had picked up in velocity from when I had left earlier that morning.

I flew a good pattern and landed on centerline in the touchdown zone with right aileron and left rudder applied. The right wheel touched

down first, followed by the left and then the nose wheel just as they should in a right crosswind using the wing low technique. I then neutralized the controls. Anyone care to guess what happened next? Imagine my surprise when the aircraft started skidding sideways to the left! What the heck? I gingerly applied some right rudder but that only exacerbated the situation and it felt as if



*The wing-low (sideslip) method will compensate for a crosswind from any angle, but will also keep the airplane aligned with the runway centerline.*

three wheels were literally bolted on. There were no oleo struts or springy bungee cords like on Pipers and Cessnas. The landing gear was not forgiving of mistakes and if a decent side load was applied, the gear could easily buckle.

My flight that Spring day was a piece of cake with unlimited visibility, clear skies and light winds. All was going quite well until I returned to CMI. When I got into the traffic pattern, I noticed that I had only flown about 3 hours on the hobbs

the aircraft wanted to weathervane into the wind. I had no idea why this was happening so as I was planning on doing a touch and go anyway, I added power and took off.

I came back around to try again. Same technique and same result so I went around a second time. I was now getting a bit nervous. I was concerned that if I could not control the skid, I would either break the landing gear or depart the runway. Although I knew what was

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happening, I did not understand why and could not figure out how to stop it. The best I could figure to do was to land a bit slower and to the right of the centerline. I did just that and the aircraft as it had done twice before skidded to the left. I was along for the ride at this point, never a good feeling but luckily for me, the aircraft slowed enough to stop skidding and began to track straight. I had just managed to keep the aircraft on the runway with all three landing gear intact.

I taxied the aircraft to its parking spot, shut down and walked into Operations feeling about one foot tall. I managed to swallow some pride and found my instructor in his office. I told him what had happened and asked him what I had done wrong.

Here dear reader is the important part. He explained to me that once I was on the ground and rolling out, I needed to use full right aileron deflection to keep the wind from pushing the aircraft sideways. His



*A 1963 Beechcraft Model 23 "Sundowner" similar to the one Eric flew at the University of Illinois Aviation School.*

exact words were, "aileron all the way into the wind." He explained that as the speed of the aircraft decreased, the aileron would lose some effectiveness however it still worked as it would in the air. In my situation, using right aileron on the ground during the roll out would

have pushed the right wing down pinning it to the ground. This would effectively eliminate any tendency to skid.

He was right of course and I never forgot the lesson. The next time I got a chance to land in a crosswind, I tried the technique and the airplane stuck to the ground like glue. As an instructor, I have seen many of my students do the exact thing I did all those years ago at CMI. I found myself saying to them, "aileron all the way into the wind" like a mantra until it was an automatic reflex for them.

Proper aileron use is an essential part of crosswind landings no matter what you fly be it a Piper Cub or an Airbus airliner. If you do it right, you will always stay on the runway with the landing gear still attached.



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Closed Sunday



*Eric Rehm is the Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been*

*flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours. He co-owns a 1984 Mooney M20J based at Galt (N57252).*



# Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

I think it's safe to say that we've all logged more hours moving snow than flying thus far in 2014!

It hasn't exactly been an ideal winter for flying but, I suppose we can't waste much time worrying about it. With any luck, Spring will be here early and we'll all be enjoying our time in the air again before we know it.

With the JB crew hunkered-down in the hangars over the last few months, there has been a lot of positive progress around the airport, but especially with our Flight Club aircraft.

Our freshly overhauled engines have been arriving back from Poplar Grove, and are starting to appear back on some familiar tail numbers here at Galt. Pictures speak louder than words so, I figured I'd share with you the new firewall-forward look of our friend, N4868E.

Not too shabby, huh?? Brian and Troy have really outdone themselves with this install.

Every single part of this airplane has been inspected, overhauled, cleaned, and reinstalled. I've honestly never seen a nicer looking 172. I'm chomping at the bit to get it



*JB Aviation's Cessna 172, N4868E with its newly overhauled engine. Looks like new!*

back in the air!

I'm even more excited to show you what's being installed in the instrument panel... but you'll have to wait until next month to see that! We're almost there!

## Galt Flight School News

Congratulations to **Ryan Zbierski** who passed his Private Pilot written exam.

Congratulations to **Basil Spyropoulos** on passing his Instrument written.

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# EAA Chapter 932 News

## President's Message

**From Bruce Schottland, President,  
EAA Chapter 932**

There are two seasons for Illinois pilots: winter and flying season. Like many of you, I have been hunkered down hiding from the cold, snowy weather. Though right now it doesn't feel like it, flying season is coming. That makes this a good time to get things ready.

**Marty Seitz**, our new Chapter Vice President, has already gotten to work and has arranged to get chapter name tags for any chapter member who wants one, a free benefit for dues paying members. Drop Marty a line if you would like a name tag: [marty@eaa932.org](mailto:marty@eaa932.org). Thanks to Marty for getting that done.

A couple weeks ago I attended the monthly meeting of the Fox Valley Model T club at the Elgin Township building. I went down to introduce myself and chapter 932 to the car club. You will recall that some of the guys came out to last year's Barnstormer's vintage fly in at Galt.

While there I recognized a few familiar faces and asked the club to join us again this year. There seemed to be a lot of interest and I was assured they would join us. I was glad to have the opportunity to meet with them and look forward to their presence at our fly in again this year.

We are going to have a Barnstormer's planning committee meeting immediately after our next general chapter meeting on February 8th. We have lots to plan and, of course, need volunteers. If you can make it and are willing to offer your good ideas or effort, the chapter would certainly appreciate your contribution.

I have also been busy trying to

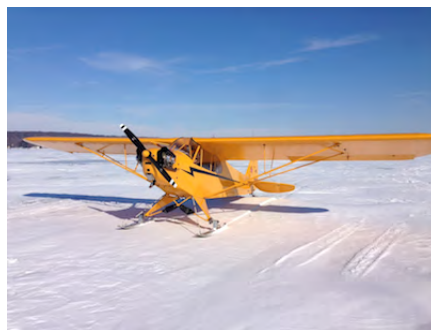
plan this year's safety seminar and am coordinating with local chapters to plan a summer schedule again.

Many of you recall that last year Past Vice President Beth Rehm helped organize a summit where several local chapters met to discuss summer events. The result of this meeting was a printed summer EAA calendar listing local EAA events, which helped increase attendance at each event. Hopefully, we can accomplish the same thing again this year.

So even though the weather is miserable and has kept me on the ground longer than usual, at least we are laying ground work for a great flying season. And, the really exciting news is that as of this writing, there are only 182 days until Oshkosh!

I hope to see you soon at Galt.

**Bruce Schottland**



*Just about the only way anyone can fly these days is on skis! Dan Johnston sent me this photo from a gathering at Mars Resort on Lake Como, WI, on Sunday, January 19th.*

## Welcome New Chapter 932 Member

Please give a warm welcome to our newest chapter member, **Rebekah Busse**. Some of you will already know Rebekah because she is working part time in the FBO and she arranged the Hayride and the Galt Christmas party.

## Show Support For Your Chapter



### Coffee Mugs

**\$8.50**



### Baseball Caps

**\$22.00**

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.



## Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: January 11, 2014

### 1. CALL TO ORDER/ATTENDANCE

Meeting called to order at 10:05 a.m.

Bruce, Mike, Jean, Ed M., Dave S., Ron W., Ed B., Larry T., Steve P., Ryan M., Patrick H., Karen M., Jim R., George Z., Raphael G., Rebekah B., Lori B., Dave H., Walt W., John T., Paul S., Claude S.

### 2. VOTING ITEMS

- a. Approval of Agenda - motioned by Jean, seconded by Dave S., all voted in favor, motion passed.
- b. Secretary's Report – Approval of December 2013 Minutes - motioned by Steve P., seconded by Ed M., all voted in favor, motion passed.
- c. Treasurer's Report – Approval of December 2013 Financial Report - motioned by Ed M., seconded by Walt, motion passed.

### 3. PRESIDENT'S / VICE PRESIDENT'S REPORT

Bruce: Chapter Service Awards presented to Esther (YE coordinator), Beth Rehm (Newsletter Editor & VP), Jean (Treasurer), Mike (Secretary), Bruce (President), Patrick (Web Editor)

VP: Marty is home sick, but wanted to point out a great event - Chicago Aviation Expo is February 1st at the Holiday Inn in Itasca. Registration is 8:00 AM, event starts at 8:45 AM. Morning and afternoon seminar with two tracks (VFR & IFR). It is a free event that qualifies for WINGS credit.

### 4. COMMITTEE REPORTS

- a. Young Eagles- We are looking for a new YE chairperson. Please volunteer!
- b. New Membership- Ed Moricoli: New goal for end of 2014 is 125 members. Steve suggested sending personalized invitations to Galt tenants that are not already members. New members here today: Karen M., Lori B., and Rebekah B. Bring a friend to the next meeting!

### 5. OLD BUSINESS

- a. Barnstormers Committee. Looking at June 28-29 this year in order to avoid conflicts. In contact with Model A and Model T clubs. Will send out an invitation for the planning meeting.
- b. Galt airshow video: Bill Adams Jr., son of the Stearman-flying air show pilot seen in the [1960's Galt airshow films](#), got in touch with Bruce after coming across the videos on YouTube. We will try to get him a copy of the DVD.

### 6. NEW BUSINESS

- a. FAASTeam Representative / Safety Seminar. Working on an aircraft maintenance seminar, possibly in March or April. In order to make it eligible for WINGS credit, we need a FAASTeam representative. Looking for a volunteer. More information on the responsibilities can be found [here](#).
- b. Regional Chapter meeting. Last year Beth helped to arrange a meeting for local EAA chapters to get together to coordinate scheduling for 2014 events. We plan to do this again for 2014.
- c. Call for Volunteers: YE Coordinator, FAASTeam representative, grant writer
- d. Tentative calendar:
  - Safety seminar in March or April
  - Barnstormers - June - TBD Saturday and Sunday in June
  - Movie night - July 19th - week before oshkosh
  - JB Aviation flour bomb drop - July 16th or 23rd
  - YE Events - TBD
  - Monthly flyouts - TBD
- e. Ron Wagner - suggested involving motorcycles
- f. Some interest in building a rotary pancake cooker to replace the electric griddles.

Next meeting: February 8th, 2014

**ADJOURNMENT:** 10:48 AM: Motioned by Ed M., seconded by Raphael, all in favor.

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## Galt Airport / EAA 932 Calendar of Events

- Feb 8** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Mar 8** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Possible safety seminar date.
- Apr 12** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Possible safety seminar date.
- May 10** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- June 28-29** Barnstormer Days, Galt Airport (10C).
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## Other Aviation Events

Find more aviation events online at the following sites;

[www.eaa.org/calendar/](http://www.eaa.org/calendar/)

<http://www.fly2lunch.com>

[www.aopa.org/pilot/calendar](http://www.aopa.org/pilot/calendar)

<http://www.avweb.com/calendarevents>

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://www.flyincalendar.com>

<http://socialflight.com/index.php>

<http://www.flyins.com>

<http://www.pilotsofamerica.com>

<http://www.generalaviationnews.com/calendar>

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## Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

## FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

## Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at [http://www.oshkosh365.org/ok365\\_contentdetail.aspx?id=1258](http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258).

## EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

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## EAA Chapter 932 Officers and Contacts

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**Web Site:** <http://www.eaa932.org>

**Facebook:** <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

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## Galt Airport Information



### Galt Field Airport

5112 Greenwood Road  
Greenwood / Wonder Lake  
IL 60097

### Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

### Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: [FBO@galtairport.com](mailto:FBO@galtairport.com)

### Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: [Maintenance@galtairport.com](mailto:Maintenance@galtairport.com)

### Office: Anna Cooper

Phone: (815) 648-2433 Email: [Office@galtairport.com](mailto:Office@galtairport.com)

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**Web Site:** <http://www.galtairport.com>

**Facebook:** <http://www.facebook.com/GaltAirport>

**The Dean Rowe Show:** <http://huntleyradio.com/the-dean-rowe-show>



**AVGAS**

**Galt Tenant Price**

**\$5.52**

*(includes tax)*

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